

The items in blue are new additions to this list of corrections and clarifications to Chapter 2 of the *Stormwater Management Manual for Eastern Washington*

p. 2-6, Redevelopment Guidelines, Runoff Treatment Requirements, items c) and d),

*clarifications:*

- Urban roads are located within designated Urban Growth Management Areas; rural roads are located outside designated Urban Growth Management Areas. Freeways, defined as fully controlled and partially controlled limited access highways, may be located either inside or outside of Urban Growth Management Areas.
- Sorptive, not separator, oil control technologies are required for roads with ADT greater than 30,000: basic treatment methods with sorptive properties, such as swales or filters, could be selected to fulfill this requirement; or catch basin inserts might be used at these sites.

p. 2-18, Pollutant-Generating Impervious surfaces, *clarification:* “Roofs that are subject to venting of manufacturing, commercial, or other indoor pollutants are also considered PGIS.” The reference to commercial indoor pollutants is aimed at commercial facilities such as restaurants where oils and other solid particles are expected to be expelled; the reference was not intended to include normal indoor air venting at commercial facilities where activities such as cooking, processing, etc. do not take place.

p. 2-19, Low ADT Roadways and Parking Areas and Moderate ADT Roadways and Parking Areas, *clarification:* Urban roads are located within designated Urban Growth Management Areas; rural roads are located outside designated Urban Growth Management Areas. Freeways, defined as fully controlled and partially controlled limited access highways, may be located either inside or outside of Urban Growth Management Areas.

p. 2-22, Metals Treatment Requirements, second bullet, *clarification:* Urban roads are located within designated Urban Growth Management Areas; rural roads are located outside designated Urban Growth Management Areas. Freeways, defined as fully controlled and partially controlled limited access highways, may be located either inside or outside of Urban Growth Management Areas.

p. 2-22, Oil Control Requirements, *clarification:* Separator technologies are required only for the following high-use sites:

- High-density intersections with expected ADT of 25,000 or more vehicles on main roadway and 15,000 or more vehicles on any intersecting roadway,
- Non-employee parking areas of commercial or industrial sites with trip end counts greater than 100 vehicles per 1,000 SF gross building area or greater than 300 vehicles total,
- Areas of commercial and industrial sites subject to use, storage, or maintenance of a fleet of 25 or more vehicles that are over ten tons gross weight,
- Fueling stations and facilities, and
- Sites subject to petroleum transfer in excess of 1,500 gallons per year, not including routinely delivered heating oil.

At all other high-use sites and high ADT traffic areas subject to the oil control requirement, sorptive technologies are required: basic treatment methods with sorptive properties, such as swales or filters, could be selected to fulfill this requirement; or catch basin inserts might be used at these sites.

- p. 2-24, Water quality design flow rate, *correction*: The default method shall be Method 1 in all Regions. (The manual incorrectly states that the default method shall be Method 1 in Regions 2 & 3 and Method 2 in Regions 1 & 4.)